

/385 cont. /

369 in small apartments, true caravansaries contained within the
563 European city. This promiscuity was deplorable. Europeans

• [164] and natives were not in fact subject to the same epidemics;
yellow fever, for example, fatal for the white, is benign to
the black. The danger of a mixed population was that the
epidemics would spread without being stamped out in time.

[361] Finally, the system lacked style; therefore as early as 1916
the creation of the native village of Médina was decided upon"
(23).

23. Morazé, Ch., "Dakar," op. cit., p. 630.

There it was, in a way, the theory of the urbanism of
the West African cities ! Nevertheless the problems of land
were so complicated at Dakar (24) between the two world wars

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24. See the work by A. Angrand,
Les Lébou de la presqu'île du Cap-Vert
(Essai sur leur histoire et leurs coutumes)
/The Lébou of the peninsula of Cape
Verde (essay on their history and their
customs)/. "La Maison du Livre," Dakar.

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that, with the Lebano-Syrian immigration and the Crédit
Foncier /Mortgage-loan Society/ helping, there was created,
in contact with the European city and the Médina, a collection
of quarters more mixed in their contents and in their appearance.
Up to the end of the Second World War Dakar preserved this
appearance of a threefold city. But after the war a series of
new factors caused a rapid and brutal evolution in Dakar. The
return to normal economic activities after the slack period
following the war, the awakening and amplification of political
and syndical life, the creation of the Fonds d'Investissement Econo-
mique et Social (F.I.D.E.S.), and, finally, the ever greater
influx of rural people into Dakar led the federal authorities to
take a series of fortunate initiatives, /386//Fig. 4 appears here/

COMMUNICATIONS

were dumped there and at places even farther downstream. These had to be transported upstream in barges drawn by men. Diseases, especially yellow fever, caused many deaths, and there were endless difficulties with workmen, both European and native. Furthermore, the country was not fully known and only half pacified. Work began at Medine in the middle of 1881, but the military post at Kita was less than six months old, and that at Bamako was not set up until 1883. By the end of 1881 precisely one kilometre of the line had been completed. In the following year the ships started from St. Louis too late and could not even reach Kayes. There were several epidemics of typhoid and several fires in the store dumps.

By 1884 there were 34 miles of track, but it was so badly constructed as to be incapable of supporting the weight of a locomotive. There was no ballast, poor local wood was used for sleepers, curves were too sharp, and gradients were too severe. In 1888 the work was handed over to the French Marines, who made some improvements in the existing track and extended it to Mahina, a distance of 66 miles. It was still unusable. In the following year a Commission was appointed, and made various recommendations, some of which showed that the original purpose of the line had become obscured. By 1891 there were 79 miles of metre-gauge track from Kayes to Mahina, a ferry across the Bafing, 24 miles of 60 cm.-gauge track from there to Diouléba, and 3 miles of 50 cm.-gauge track beyond that place. In the same year another Commission was appointed, and in the following year a party of engineers was sent out under the command of Major Joffre. Substantial improvements were rapidly effected, and in 1893 the first train ran from Kayes to Mahina. In 1896 the Bafing was bridged. In May 1904 the line, metre-gauge all the way, reached the Niger at Bamako and on 10 December that year it reached Koulikoro. It has since been considerably improved.

In the summer of 1902 the Senegal failed to rise. This prevented any effective provisioning of the posts in French Sudan and also gave a stimulus to railway construction. The original plan for a line from St. Louis to Kayes was dropped, and Thiès was chosen as the junction. The new railway was intended not only to provide a link between existing lines but also to find and attract local traffic. Various routes were discussed, and in 1907 construction began from both ends. The section from Kayes to Ambidedi (26 miles) was opened in December 1908 and that from Thiès to Diourbel (50½ miles) on 16 July 1909. Work on the latter began again in February 1910 and the line reached Guinguiné in the December of that year. By the middle of 1913 it

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